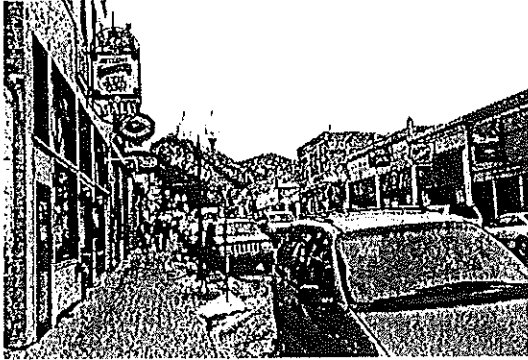


IDAHO SPRINGS, CO. DOWNTOWN PARKING STUDY



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INTRODUCTION / CURRENT SITUATION:

The focus of this study is to evaluate the parking conditions, need, and opportunities for the downtown area of Idaho Springs, Colorado (please refer to attachment A-1). The downtown runs along Miner St. and is bounded by I-70 to the south and Colorado St. to the north. The cross streets include 14th through 17th St.

Two main parking lots and three smaller lots currently provide parking for the downtown area. The two main lots are located between 15th and 16th St, and face I-70. Together they can accommodate up to 147 vehicles. The other, smaller lots are located near the Town Hall, Coast-to-Coast hardware, and Robert Bros. Antiques. Parking is also available along Miner Street and the corresponding side streets.

The number of parking spaces that exist in this portion of the city has proven to be insufficient during crowded weekends and town events. This has lead to a loss of revenue for the city and the existing businesses due to the fact that once the available parking spaces have been filled, visitors continue on without stopping in town.

The downtown is currently comprised of the following:

<u>Use</u>	<u>Approx. Sqft.</u>	<u>Needed Spaces</u>
• Total Retail:	92,763 sqft. = 232 spaces (To meet code 1 space per 400 sf.)	
• Total Bank / Office:	28,634 sqft. = 48 spaces (To meet code 1 space per 600 sf.)	
• Eating Establishment:	65,060 sqft. = 260 spaces (To meet code 1 space per 250 sf.)	
• Residential:	27,160 sqft. = 51 spaces (Average 800 sf. Per 1.5 spaces for Apts.)	

How does Mark
calculate?

In addition to the figures above the number of employees need to be taken into account for retail and office space. (26 spaces for approximately 52 employees)

TOTAL SPACES REQUIRED: (617) or approximately 600 - 625

TOTAL CURRENT SPACES: 470

+ 160

As shown, the downtown requires approximately 130 to 155 additional parking spaces in order to meet code requirements. For the purpose of this study it will be assumed that 150 more spaces are needed. Additional parking may be required in order to meet the high demand for parking during large town events.

Considerations:

- Idaho Springs is a small community so a number of employees can, and do, walk to work.
- Based on the amount of revenue that was created by the downtown area in 2000 (approximately \$2,826,000), each parking space brings in \$6,012. Extra parking spaces have the potential for increasing the overall amount of revenue brought in by the downtown substantially.
- 18,569 square feet of space is currently vacant and for lease in the downtown. This equates to approximately 42 spaces.
- In comparison other communities require:
 - Morrison: 1 space per 150 sf of Retail
 - Boulder: 1 space per 200 sf of Retail
 - Elizabeth: 1 space per 200 sf of Retail
 - Dillon: 1 space per 400 sf of Retail

we are High

(Idaho Springs code requirement is lower than that of other small communities)

1/400

PERSPECTIVE SOLUTIONS:

Because there is no available space for an additional parking lot in the immediate vicinity of the downtown area there is no easy solution to remedy the current parking shortage. Three different alternatives are investigated in order to offer a viable solution. They include:

- A. Locate an overflow lot that can be used on busy days
- B. Build a parking structure on one of the existing lots.
- C. Relocate certain buildings in the downtown area to create a space for an additional parking lot or parking structure.

A. Parking Overflow lot:

There are three areas located within the town that could potentially be used as a parking lot for the city during days that are exceptionally busy, (please refer to attachment A-2). Each of these locations has its' own set of advantages and disadvantages. Unfortunately the three potential lots are not in the immediate vicinity of the downtown area. However, this does create the opportunity to weave these lots into the fabric of the city with pedestrian and vehicle paths. With the exception of Lot #1, (please refer to attachment A-1), some type of transportation will need to be provided to and from the downtown area. This could be easily accomplished with the use of buses, horse drawn wagons, or some other method of transportation.

Lot #1:

This area is located on the old football field located just west of the downtown area. Due to the size of the area it could easily accommodate 180 parking spaces while still leaving a substantial amount of space that could be used for a park or another similar purpose, (please refer to attachment B-1.) The location is close enough to the downtown that it could be reached by pedestrians. If this option was chosen the football fields could be relocated on the east side of town across from the highway next to the existing baseball fields.

Lot #2:

This area is located to the northeast of downtown on the Argo Mill site. There are several factors that will need to be considered when choosing this site. The first is that the land is privately owned and so would have to be purchased or leased. The existing parking for the Argo mine would also have to be incorporated into the lot or kept separate. Another consideration is that the area is a superfund site, which would mean that special care would have to be taken during construction in order to ensure that the contaminated soil is not further disturbed and disbursed into the surrounding environment. However, capping a portion of the site with a parking lot could have beneficial results by minimizing the amount of contamination that is spread by high winds and water run off. The site could accommodate approximately 150 spaces, (please refer to attachment B-2). This location would require the use of transit to reach the downtown. The

transit could consist of horse drawn carriages, which would keep with the "mining" theme.

Lot #3:

The furthest away from town of the three potential lots it is located to the west of the baseball fields that are on the outskirts of town across from I-70. With the removal of a few trees a parking lot could easily be placed here with approximately 180 to 190 parking spaces. (please refer to attachment B-3) Transit must be provided to the downtown area from this location. Due to the substantial distance from town this location may not be desirable.

B. Parking Garage:

Another alternative is the construction of a parking garage on one or both of the existing downtown parking lots. The biggest lot, behind Beau Jo's, may be the best location for this. The lot currently has eighty-eight spaces but with a three level parking structure this number could potentially be increased to approximately 230 spaces, (please refer to attachments A-2 and C-1). One of the levels would need to be below grade so that the structure does not visually dominate its' surroundings. The estimated cost of such an endeavor would be as follows:

(based on 10 ft story height and reinforced concrete construction)

- Cost per sqft = \$28
- Current sqft = $31,200 * 3 \text{ floors} = 93,600 \text{ sqft.}$
- Total Cost = \$2,620,800
- Construction overrun contingency (15%) = \$393,120

TOTAL ESTIMATED COST = \$3,013,920

(Due to several unknowns including the water table and the condition of the underlying soil support structure this figure may change.)

Due to the exceptional costs involved along with the potential problems that may be encountered when building the foundation, this may not be the best alternative at this time. However, it would create enough parking in the immediate downtown area, providing for convenient access. Another option is to

keep the structure at two levels and connect it to another parking structure located on the adjacent lot. Either parking structure configuration would eventually pay for itself by the added revenue created by more parking spaces. And, this amount of time could be reduced by the implementation of parking fees.

C. The Removal of Buildings for Another Parking Lot:

This option would involve the removal of certain buildings that are not essential to the downtown. One possibility would be to move the Town Hall to another nearby location in town. This would allow for the expansion of the small parking lot that already exists in this location. This location would be in line with the existing lots and could be easily tied in with the existing pedestrian corridor that runs along the back of downtown. The lot could potentially be expanded to fit approximately 90-120 parking spaces, (please refer to attachment A-2 and D-1). The proximity to the downtown and the location of this lot would be an excellent and relatively cost effective alternative.

FUTURE OPPORTUNITIES / CONCLUSION:

Along with the added revenue that another parking lot would bring in, the above suggestions create several opportunities for Idaho Springs. For example, with the parking created by an additional lot the downtown area could be revitalized and transformed into a pedestrian type mall along a portion of Miner Street. Granted this would displace forty-eight more parking spaces, but it would also create a situation that encourages pedestrians to walk past and therefore be exposed to many more businesses along Miner Street. This would cause additional revenue to be created. In the past this type of approach has been shown to be very successful, case in point is Boulder, Colorado with the Pearl Street Mall. Other opportunities that additional parking lots create include the development of open space, as in the case of the football field lot, and the opportunity to expose or develop other attractions within the city of Idaho Springs that mass transportation could stop at along its way to the downtown area.




There are also future possibilities that should be considered in this study. One situation that might occur is that the highway will be elevated. This would provide ample parking opportunities to take place underneath the highway.

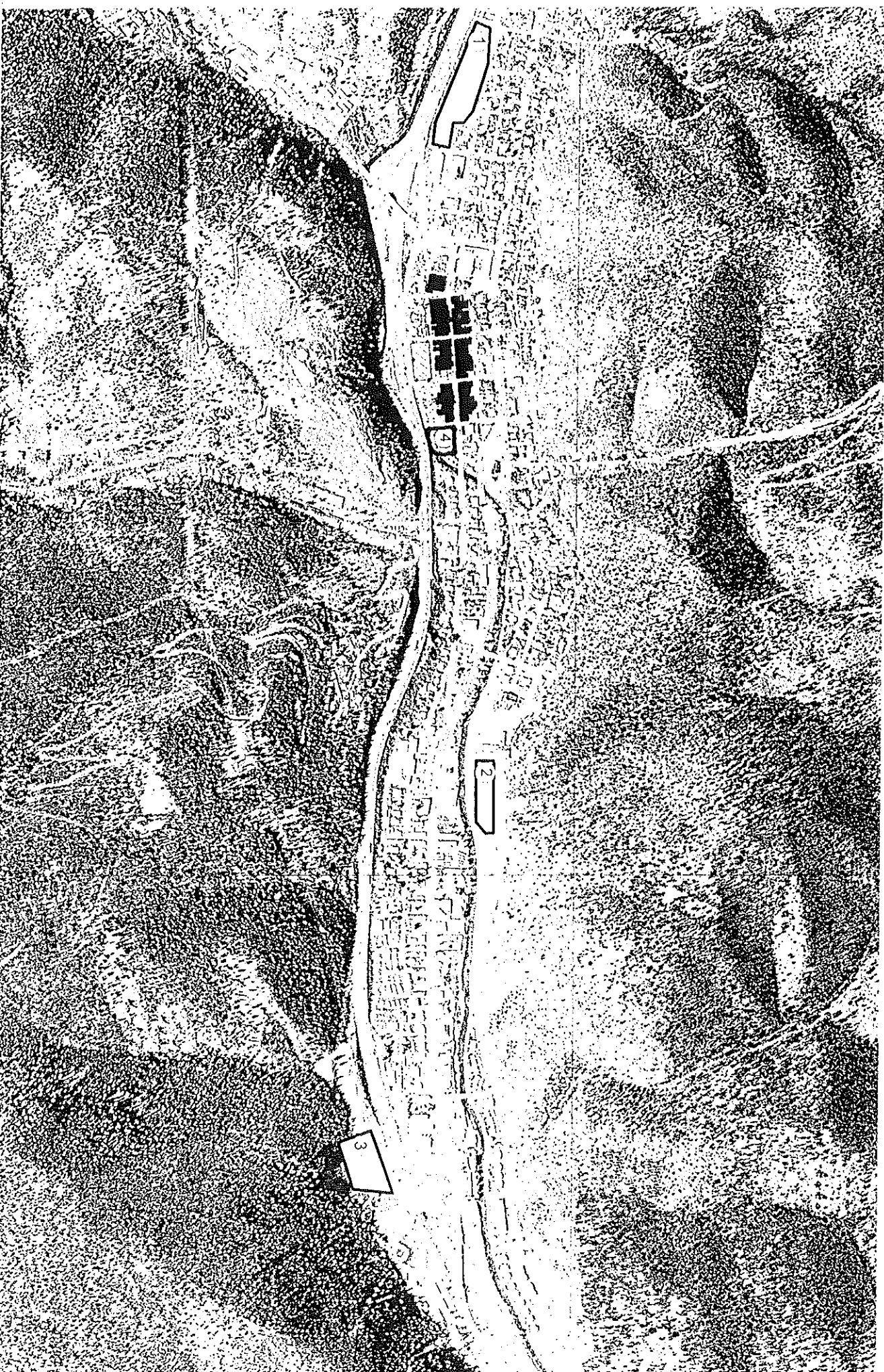
Another is the creation of heavy rail. The place where this transit stopped in Idaho Springs would determine where additional parking would need to take place. This option would also make the closing off of the downtown to pedestrian use even more attractive, especially if the stop took place in the immediate vicinity. The best scenario is if both of these situations developed during the same time period.

It is certainly not assumed that the suggestions that have been provided here are the only possible solutions to the current parking shortage. They are only a way to begin the process of clearing a path to insure that Idaho Springs continues to grow and be successful in the following years.

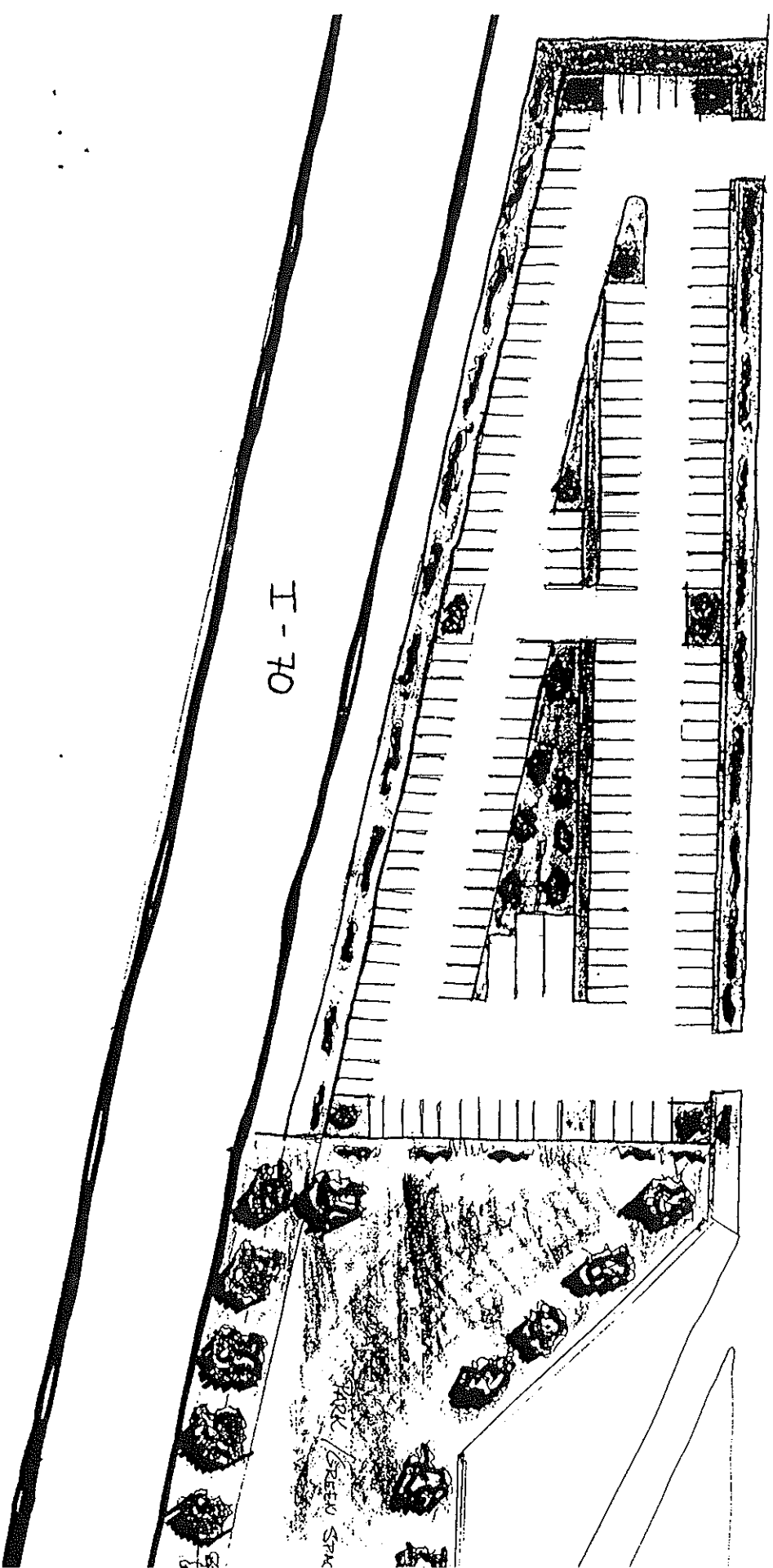
Parking Options for Idaho Springs, Colorado

- 1: Football Field
- 2: Mining Lot
- 3: Baseball Field Lot
- 4: Town Hall Lot

 Area of Study (Downtown)
 Location for Proposed Parking Garage
 Possible Overflow Lots:



165-180 SPACES



FOOTBALL FIELD

↑ ↑ ↑
INCREASE IN SLOPE

↑ ↑ ↑
↑ ↑ ↑

115-145 SPACES
(depending on configuration)

↑ ↑ ↑
↑ ↑ ↑



N6 LOT
60 MILE

Possible location
for Transit
Pick-up

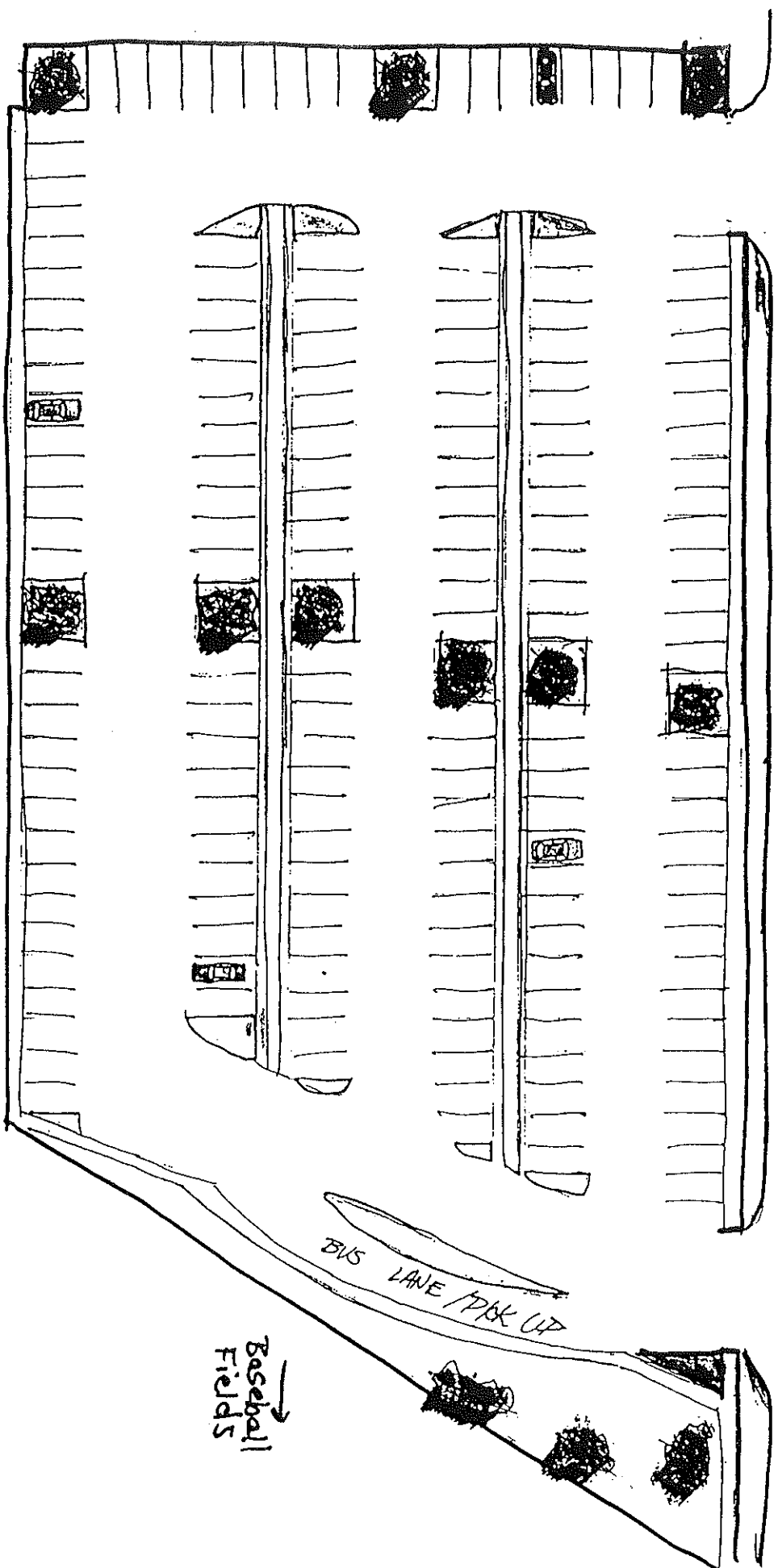
ROAD

RIVER

ARGO MINE SITE

100-150 OFFICES

I-70

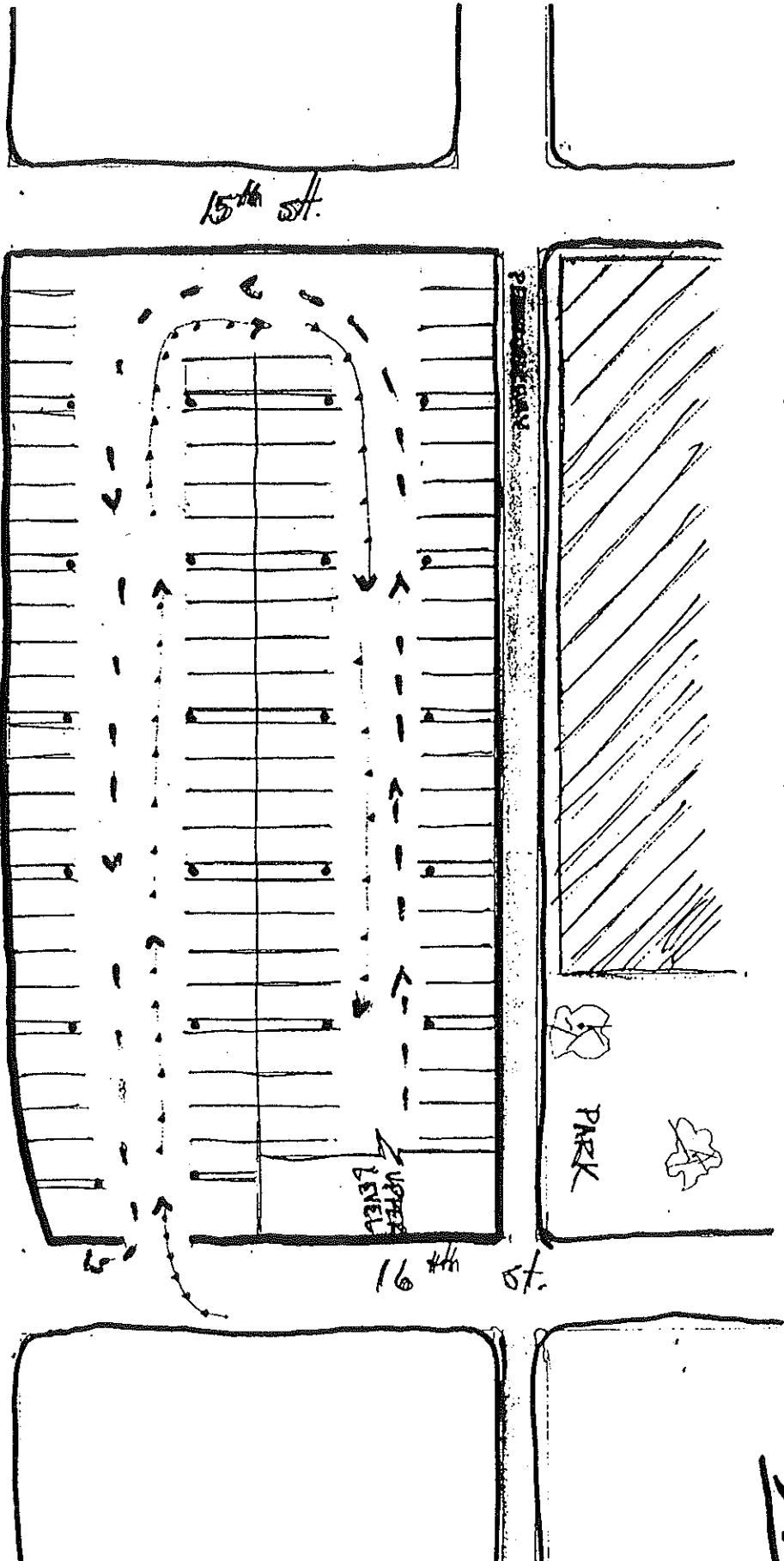


BASEBALL FIELD LOT

→
Baseball
Fields

90 SPACES EACH LEVEL

(X 3 FLOORS \Rightarrow 270 SPACES) EXISTING LOT HAS 88 SPACES



PARKING GARAGE

90-120 SPACES



CAFE
(EXISTING)

Transfer
Town Hall

17th St.

RIVER

TOWN HALL SITE

